(c) and (d) Existing passenger traffic and anticipated growth in the near future does not warrant providing aero-bridge at Guwahati Airport. Regarding air-conditioning, as per earlier plan only the security area of the Guwahati airport was to be airconditioned. Subsequently, however, it has been decided to aircondition other areas *viz.* departure and arrival lounges, main concourse etc. also.

Poor Condition of Runways at Delhi and Mumbai Airports

641. SHRIMATI KAMLA SINHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that runways at Delhi and Mumbai airports have been deteriorated and that both Indian and Foreign pilots have shown concern in landing the aircrafts;

(b) if so, whether Government have made any inquiry into the laxity in maintaining the standards of runways at the airports endangering the safe landing of the aircrafts;

(c) if so, the details thereof; and

(d) the action taken by Government in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) No, Sir. However, some pilots had expressed concern before monsoon on the friction co-efficient value of the main runway at Mumbai. The friction co-efficient was checked and found to be within the permissible limits. Re-surfacing of the runways at Delhi is being undertaken as part of CAT III project.

Implementation of Civil Aviation Policy

†642. SHRI RAMJI LAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have completely implemented the Indian Civil Aviation Policy which was finalised last year;

(b) if so, the details thereof and the salient features of this policy;

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†Original Notice of the Question was received in Hindi.

(c) whether Foreign Investment Board has given its clearance to the proposed joint venture between Tata and Singapore Company to be taken up under this policy;

(d) whether it is also a fact that double standards are being adopted in the operation of foreign aviation companies in India; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. The policy on domestic air transport service approved in 1997 has been implemented, Salient features of the said policy are:

(i) Foreign equity upto 40% and NRI/OCB investment upto 100%.

(ii) Equity from foreign airlines, however, not allowed, directly or indirectly.

(iii) Barriers of entry and exit removed.

(iv) Choice of airraft type and size left to the operator.

(c) On 1st September 1998, M/s. Tata Industries of its own withdrew its proposal of December 1997.

(d) No, Sir.

(e) Does not arise.

Negligence of Runway Development by AAI

643. SHRI VEDPRAKASH P. GOYAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that AAI is concentrating much on peripheral infrastructure development projects and not devoting enough attention to the task of improving runways;

(b) if so, the reasons therefor;

(c) whether it is also a fact that the length at runway 27 at the Delhi airport is not only less than runway 28 but its surface is also rough and it is congested as well; and

(d) if so, the action taken by Government to end this kind of situations?